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Montana and the Sky



Department of Transportation – Aeronautics Division

Vol. 46 No. 10

October 1995

Russian Club Prodvig Visits



Twenty-six youth and four adults from Club Prodvig of Magadan, Russia, were treated to a visit to Montana sponsored by Loren Smith of Great Falls. Loren has visited Russia on three occasions and, over the last five years, has made numerous friends. During the past year, Loren has asked what we can do to help bring change to Russia. The response is always that the answer lies in the hands of the youth. Thus, Loren's primary reason for sponsoring Club Prodvig's trip to Montana.

Club Prodvig members are a highly trained and disciplined boys organization somewhat likened to a U.S. military prep school or the Boy Scouts of America.

The group was treated to a variety of visits and activities during their week

long stay. A trip to the Montana Aeronautics Division included welcomes from Mike Ferguson and Adjutant General John Pendergast of the Department of Military Affairs. The group also toured the air national guard and the air traffic control tower located on the Helena Airport. The highlight of the tour was the orientation Young Eagle Flights provided by Mike Ferguson and Jeanne Lesnik.

Loren hopes that this trip will become an annual event for the club.

Thanks to Loren Smith and Randy Holman of Prairie Kraft Specialties for initiating this international link and moving these Russian youth toward a more secure future in their home land.

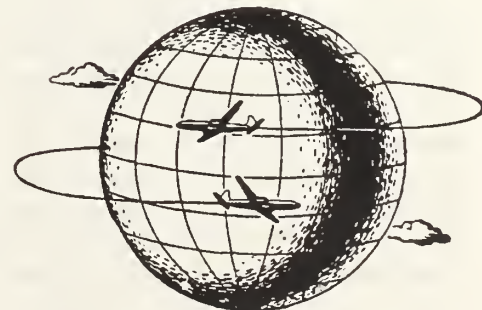
See additional photographs page 4.

Attention Pilots: Radio Frequency Changes!!

1. The Bozeman Radio Frequency CTAF (Common Traffic Advisory Frequency) is now 123.6
2. The Butte Radio Frequency CTAF, UNICOM, and Weather Advisory are all now on 123.0

Please make a note of these new frequencies and spread the word to other pilots.

There have been safety concerns over having a separate UNICOM, CTAF, and Weather Frequency in Butte, while the 123.65 frequency is still available for weather advisories only, 123.0 will accommodate CTAF, UNICOM, and Weather Advisory.



PLEASE RETURN

Administrator's Column

Bombshell Thrown at GA: Just when it looked promising that badly needed legislation was gaining momentum on the HILL through the FAA Reform bill (HR 2276) introduced by Reps. Jim Lightfoot (IA) and John Duncan (TN), Senator John McCain (AZ) shocked the aviation industry by introducing a bill (S 1239) which would keep the FAA in the DOT, keep the aviation user trust fund in the unified budget, and totally fund the FAA through user fees. Senator McCain chairs the Senate aviation subcommittee. McCain is a Republican and his bill is very similar to the Clinton administration proposal except that it would not take the air traffic control system out of the FAA. The Lightfoot/Duncan House bill would restore independence to the FAA, change the burdensome federal purchasing and personnel rules, implement management reform, and remove the aviation users trust fund (which has over \$6 billion surplus) from the "unified budget." Needless to say, the entire aviation industry is alarmed over the McCain bill and are voicing their concerns to their senators. Safety is a major concern based on a National Air Transportation Association survey in which over 94% of those responding said that user fees would influence an operator's decision to use the FAA ATC system. They simply would circumvent using the ATC system whenever possible. In addition to negative safety aspects there is the fiscal burdens of fully supporting the FAA which is already over 75% funded by users. The question of "public benefit" to having the best air transportation system in the world is raised. Is there no "public benefit?" Senator McCain, with extremely short notice, scheduled the hearing on this bill (S. 1239) during the annual National Business Aircraft Association (NBAA) annual convention. Naturally, Jack Olcott, President of NBAA as well as Ed Stimpson, President of General Aviation Manufacturers Association (GAMA), and James Coyne, President of National Air Transportation Association (NATA) were all in attendance. They all had to hurriedly change their plans and fly back to Washington, D.C. to testify before McCain's

committee and Olcott and Stimpson did testify, however, NOW GET THIS—McCain refused to allow Coyne to testify, telling him, "You disparaged my bill. I'm not going to waste my time with you." WOW, CAN YOU BELIEVE IT? THE GOOD NEWS IS: There is another Senate bill (S. 928) which was introduced by Senator James Inhofe (OK) and co-sponsored by Senator Conrad Burns (MT) which is far more palatable in that it embodies a similar FAA reform package similar to the Lightfoot/Duncan bill and does not impose new taxes. It would also return the FAA to an independent agency. The leaders of the national aviation organizations including the National Air Transportation Association (NATA), Aircraft Owners and Pilots Association (AOPA), General Aviation Manufacturers Association (GAMA) and the National Business Aircraft Association (NBAA) are urging their membership to contact their Senators in an effort to kill the McCain bill and to support the Senator James Inhofe bill (S. 928).



Condolences: It was with great sorrow to learn that Norm Eberhardt was killed when his Cessna 180 went down while enroute to Schafer Meadows. The weather was not very good, however, Norm knew the country like the back of his hand and must have encountered worsening conditions which caused his crash. Norm loved Schafers and spent considerable time there over the years. Norm always turned out to help with our annual Schafer Meadows work session. He felt strongly about keeping the airstrip and camp grounds in excellent condition. On behalf of the Aeronautics Board and Division as well as the entire Montana aviation community, I would like to extend our sincere condolences to Norm's family. We all share in their loss and will miss Norm.

continued on next page



Montana and the Sky
Department of Transportation
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Marv Dye, Director

Official monthly publication
of the
Aeronautics Division
Telephone 444-2506
2630 Airport Road
Helena, Montana 59604
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Montana and the Sky is published monthly
in the interest of aviation in the
State of Montana.
Third Class postage paid at
Helena, Montana 59604

Subscription: \$5 per year
Editor: Debbie Alke
Editorial Assistance:
Q Communications Group



Walter C. Hensley

Pioneer pilot Walter C. Hensley, a former Havre resident, died August 21 in Kalispell.

He was born on the family homestead south of Ulm on September 27, 1912. He attended school in Ulm and graduated from Great Falls High School in 1934.

His love for flying was known to all. He began flying in 1936. In 1942 he earned his commercial license and enlisted in the U.S. Air Corp that year. He taught CPT in Billings and served briefly with the Ferry Command.

He married Frances L. Felix and together they started the Hensley Flying Service in 1944 which they operated until they sold it in 1974. The FBO is now operated by his daughter Sharel and husband Jim.

Frances preceded him in death. He married Mildred Hammer Platt in 1990.

Walter served on the City Council and police commission of Havre during his business years. He was an avid sportsman, golfer and bridge player.

He is survived by his wife, Millie of Lakeside; children, Sharel and Jim Stroh, Dennis and Joan Hensley and Collyn and John Peklewsky, all of Havre; nine grandchildren; and eight great grandchildren.

Our condolences to the Hensley family.

AOM Flight Training Scholarship

The Aviation Organizations of Montana (AOM) includes representatives from the MAMA, MAAA, MATA, EAA, MFF, MT 99s, MPA, CAP, MAD, AMAA and the MSPA and was formed... "to promote all facets of aviation in the State of Montana..."

AOM has established a scholarship to financially assist a student pilot in obtaining their private pilot certificate. A scholarship in the amount of \$500 will be awarded annually for five years to a Montana student pilot. Applications are being accepted for the scholarship which will be presented at the Montana Aviation Conference in 1996. All applications must be postmarked by November 15, 1995.

Applications and guidelines are available at FBOs and from CFIs throughout the state. Photocopies of an application form are acceptable.

Guidelines include: applicant must be a resident of Montana and all flight training must be received in Montana by a Montana registered CFI.

If you are unable to find an application, please send a self addressed stamped envelope to MT 99s, c/o AOM Flight Training Scholarship, 1615 S. Black #108, Bozeman, MT 59715 or call the Division at 444-2506. ✈



Safety Programs

Pilot Operations at Non-Towered Airports
Location: Holiday Inn, Bozeman, MT
Montana Room
Oct. 24, 1995, 7-9 p.m.
Copper King Inn, Butte, MT
Orphan Girl Room
Oct. 25, 1995, 7-9 p.m.

Sponsored by Federal Aviation Administration and Montana Aeronautics Division.

Calendar

October 28—SAR Refresher Program, Havre Airport.

November 3—Aeronautics Board Meeting, Helena.

November 26 —Beartooth Composite Squadron's Cadet Orientation Flight, Laurel Airport. Contact 2Lt Robert Gilleland at 656-6596.

February 2-3—Flight Instructor Refresher Clinic, Helena.

February 28-March 2 —Montana Aviation Conference, Helena.

March 3-6—Upper Midwest Aviation Symposium, Bismarck, North Dakota.

Administrator's Column cont.

Former FAA Administrators Speak Out: During the National Business Aircraft Association (NBAA) annual conference, four former FAA Administrators shared a panel each presenting his views on the need for FAA reform. The former Administrators in attendance were Najeeb Halaby (1961-1965), J. Lynn Helms (1981-1984), Donald Engen (1984-1987) and T. Allan McArtor (1987-1989). Without exception all agreed that the FAA needs to be restored to an independent agency citing such adversities as "bureaucratic shambles," not allowed authority and the opportunity to be more businesslike, meddling oversight of a "know nothing" DOT, FAA must be positioned properly in the administration loop to be effective, FAA Administrator must have longer term for progress and efficiency, FAA is too big and should do much more outsourcing, cost of FAA operations should be properly shared by all, including the general public and the military which regularly carves out huge pieces of airspace for its private use. They each reiterated that the FAA needs to be returned to its independent status. ✈

Russian Club Prodvig Visit, continued



These boys ranged from ages 8 to 16. Their behavior and mannerisms were very respectful. Although a tutor did accompany the group, many of these young boys spoke and understood some English.



The new Russian flag was presented to Adjutant General Pendergast.



These students watch and participate with Mike Ferguson in performing his pre-flight inspection.

Mountain Search Pilot Clinic

By: Jeanne Lesnik
Safety & Education Bureau

The Mountain Search Pilot Clinic was held September 15, 16 and 17 in Kalispell. Thirty pilots went through an intense three-day mountain flying program which included the Montana search system (the Montana Aeronautics Division is responsible for search and rescue operations pertaining to civil aircraft within the State of Montana). This system relies heavily on trained Montana volunteers and search and rescue assets in the state such as the Montana National Guard, USAF at Malmstrom, county sheriffs, Montana Highway Patrol and CAP to name a few. Montana registered pilots may volunteer for search and rescue on the back side of the pilot registration cards. Once you do this you will receive an application to attend the Mountain Search Pilot Clinic.

The ground school covers grid searching, survival training, emergency landing, ELT (emergency locator transmitter), homer instruction and mountain flying. We are most fortunate to have a friend in Sparky Imeson a mountain flying pro. Sparky gives the best mountain flying ground school program around. In fact, there is so much information, you need to read his book *Mountain Flying* to heed all his thoughts, advice, warnings and courses for positive action for fun, safe mountain flying.

To quote Sparky's book, "what exactly is so different about mountain flying? First, the air is thin. Second, this thin air is moving. And thin, moving air requires specialized flying techniques in the mountains."



A "Draw Fred" t-shirt was presented to Fred Hasskamp during the clinic. Pictured with Fred while modeling his new shirt is student Rebecca Foot. The t-shirt was autographed by all participating in the mountain search pilot clinic.

On Saturday and Sunday, from 0700-1730 hours, pilots have dual flight instruction on mountain flying techniques and search techniques. Fred Hasskamp one of the finest mountain flying instructors around and the past Bureau Chief of the Safety and Education Bureau for the Division, along with Jeanne Lesnik, Wayne Turner, Bill Werner, Stan Reed and Wendy

Ross shared with the 30 participants mountain flying tips and specialized search and rescue techniques for the mountain airfields that are used; Spotted Bear, Meadow Creek and Schafer Meadows.

Chuck Thout and Jeff Hogan of the Emergency Response Institute do a fantastic job with "hands-on" survival training. The clinic also features ELT experts Will Mavis, Lyle Sartain and Hugh Wilkins for ground and field training of locating that ELT.

The Division is grateful for its many well qualified search and observer volunteers!



Ground school training



Survival training



ELT homer training

A footnote: One of the weaknesses noted by the flight instructors this year was pilot navigation skills. It might be that pilots are relying on Loran, GPS and direct line of navigation to get from point A to point B. Please give yourself a refresher and pull out your sectional charts and do some pilotage. This is especially important for grid search and rescue. ✈

Norm Goes West

Norman C. Eberhardt, 67, a pilot and oil businessman, of Cut Bank, died from injuries received in a plane accident last month.

Born in Two River, WI, he graduated from school in Butternut, WI. Later, he enlisted in the U.S. Navy and was stationed in San Francisco during WWII.

He married Loretta Larsen in 1949; she passed away in 1978.

He moved to Montana in 1952 and established his own construction company.

He built overhead and underground utility lines throughout the state. He retired from the construction business in the early 1980s.

He then ventured into the oil business, which he was involved in at the time of his death.

Norm was an accomplished mountain pilot and avid supporter of Montana's backcountry airstrips and participated in the annual Schafer Meadows Work Session. His participation in that event together with many other aviation events throughout the year will be greatly missed. Norm was a musician. He would break out his "squeeze



box" and spend many hours entertaining around the campfire.

He enjoyed repair work, racing in the Montana Cross Country Model T Race, rafting, camping, fishing and hunting. He was a member of the Montana Pilots Association, the Division's volunteer air search and rescue program and St. Paul Lutheran Church.

He is survived by two daughters, Kathy Pullen and Arli Weinger, both of Cut Bank; a son Lyle Eberhardt of Bozeman; and four grandchildren.

New Association Formed

An organizational meeting for a new association to represent the managers of general aviation airports was held in August in Washington, D.C.

Michael Stephens, who formerly worked for the Aircraft Owners and Pilots Association (AOPA) and the Airports Council International-North America (ACI), said he believes such an association is needed "to stem the tide of diminishing public use airports and to provide representation for managers of general aviation airports before regulatory and legislative bodies. General aviation airports have unique needs that

differ greatly from air carrier airports," Stephens said. "Their dealings with the community are different, they have different challenges with airport tenants, with local governments and with users of the airport than do managers of air carrier airports." He said those differences make it difficult for existing associations to put much emphasis on this segment of the aviation industry. "We believe a dedicated association can give GA airport managers direct representation and service specialized to their needs."

For more information call 703/802-9189.

Search and Rescue Refresher in October

All interested persons are invited to attend.

October 28, 1995—Saturday, 10am–12noon, Havre Airport, Hensley Flying Service.

Montana Aeronautics Search and Rescue Coordinators Sharel Stroh and Doug Kaercher District #5 and Montana Aeronautics Search and Rescue Coordinator Jeanne Lesnik will focus on conducting ELT (Emergency Locator Transmitter) Training.

For further information call Jeanne Lesnik at 444-2506.

Airport/Airways Update

By: James Greil

Airport/Airways Bureau

The Division's Airport/Airways Bureau had some projects completed recently and several which are still ongoing.

Robert Peccia & Assoc. has recently completed the update to the 1994 Montana State Aviation System Plan. 1994's update was an update for PCIs (Pavement Condition Index's). The PCIs help the division and consultants determine the need for runway, taxiway and apron improvements at airports by analyzing and ranking various pavement weaknesses and failures and then assigning an overall number to the pavement. PCIs are conducted at all NPIAS airports throughout the state.

The long awaited Montana Multimodal Airport Study is nearing completion and will be finished sometime in early November. The study, done in conjunction with the Montana DOT's Research Review Committee, and carried out by the U of M and Ted Lane & Assoc. in Seattle, encompasses a very wide survey of attitudes and trends by users of Montana's air transportation network. Some interesting preliminary statistics include the following:

- Nearly 35% of respondents were unaware if airport shuttle service was available
- Rural residents average 54 miles to closest air passenger service
- Montana airports in order of use are Billings, Bozeman, Missoula, Great Falls, Kalispell, Helena and Butte
- Nearly 1,300 people are provided jobs by air transportation in Montana
- Nearly \$80 million were earned by Montana air transportation jobs

If you would like any additional information about these reports or anything else the Division has in the works, please contact us at your convenience.



Density Altitude Clinic in West Yellowstone

By: Jeanne Lesnik
Safety & Education Bureau

The Density Altitude Clinic was held as a part of the annual family fly-in over labor day weekend in West Yellowstone.

On Saturday, September 2 a Density Altitude Ground School was held, participants used West Yellowstone's high altitude and a rather warm afternoon to compute the density altitude. (Remember: the density altitude formula: pressure altitude corrected for nonstandard temperature. Pressure altitude is the altitude indicated when the altimeter setting is 29.92). Then using their Pilot Operator's handbook and their flight computers came up with a figure that their airplane at a specified weight would need to takeoff and climb over a 50' obstacle.

After the pilots had come up with a calculation, we were off to the West Yellowstone runway where expert theodolite technicians, Mike Ferguson and Will Mavis, using the theodolite would determine the density altitude fly off winners.



Oldest Pilot Award; Robert Carleton

1st Place:

Norm Harvey of Rawlins, WY in a Cessna 195 estimated takeoff and climb over a 50' obstacle at 2801'. The actual was 2796' only 5' off and to the safe side of error!

2nd Place:

Brent Stevenson of Layton, UT in a Cessna 182 estimated takeoff and climb over a 50' obstacle at 1500'. The actual was 1457'.

3rd Place:

Dave Shaw of Cody, WY in a Piper PA-16 estimated takeoff and climb over a 50' obstacle at 2000'. The actual was 1935'.

Other awards went to best restoration, Norm Harvey again with his beautiful blue Cessna 195; oldest pilot award to Robert Carleton from Washington.



Jim Campbell, right presents award to Norm Harvey. Norm took first place in the density altitude flyoff. At left, is Norm's Cessna 195 which was honored as the best restoration.



Saturday evening we all were served BBQ ribs at Doris' Cantina. Thank you Doris.

The activities included relaxation and camping at West Yellowstone's fine airport campground (shower included!); a tour of the USFS smoke jumper base and transportation to West Yellowstone to see the new Imax Theater and Grizzly Bear Discovery Center.

It was great fun and next year we hope to see you there!



The 6th Annual Family Fly-in provided an entertaining Labor Day Weekend getaway for many from throughout the northwest.

GA Accidents Drop

The Air Safety Foundation said preliminary statistics announced recently by the NTSB indicate the number of GA accidents in 1994 was the lowest since before WWII.

Total GA accidents of all kinds—non-airline, non-military flying for business, commercial, government, personal and training purposes—totaled 1,989 in 1994 compared to 2,042 in 1993 and 6,115 as recently as 1967.

The only year with fewer accidents was the year recordkeeping began—1938—when there were 1,961 accidents. Total accidents in general aviation peaked at 9,253 in 1947.

Fatal accidents last year totaled 392 compared to 399 in 1993 and 729 just 20 years earlier. The 1994 fatal accident total was the lowest since 1956. ✈

Pan Am Update

PAN AM, which provides users with satellite disseminated weather information, now publishes a newsletter several times a year to provide users with additional tips on using the modem accessible system. Last issue urged users to try using the "NOW" command which will replace the "RNS" command and to use the new "FP5" Flexizone command which is replacing the metro area forecast.

Doppler radar information is now available on your PAN AM system using the NEXRAD system. To find out how to utilize the doppler radar information or to put yourself on the PAN AM newsletter mailing list, call PAN AM Systems, Inc. at (612)727-1084. ✈

Thirty-two hundred copies of this public document were produced at an estimated cost of 37¢ each, for a total cost of \$1,210. This includes \$60 for production, \$526 for postage and \$624 for printing.

Young Eagles Program Update

The Experimental Aircraft Association's (EAA) Young Eagle Program is alive and well in Montana. As of September 5, 1995, Montana has 53 participating pilots and has registered 1,413 Young Eagles in the state.

Montana ranks as the number one state in the nation for having the most young eagles flown per pilot. An impressive average of 26.6.

Thanks to all EAA members who participate in this great program for our state's youth! ✈

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October 1995



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